~ . •*	INFORMATION REPORT		
1-1	" CHIMA ION PEPOR!	CD NO.	25 X 1
COUNTRY	East Germany	DATE DISTR. 1 Ap	ril 1953
SUBJECT	Condition of Railroad Lines in East Germany	NO. OF PAGES **	4
PLACE ACQUIRED		NO. OF ENCLS.	,, 05.74
DATE OF INFO.		SUPPLEMENT TO REPORT	25X1
			25V4

Approved For Release 2009/01/26: CIA-RDP80-00810A000100140012-5

SECRET/CONTROL - U.S. OFFICIALS ONLY

THIS DOCUMENT CORTAINS IRPORMATION APPECTMENT HE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE HEARING OF THE UNITED STATES, WITHIN THE HEARING OF THE ES, SECTIONS 709 AND 794, OF THE U. S. CODE, AS ARRENDED. THE TRANSMISSION OF REVELATION OF 1795 CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHISTED BY LAW THE REPRODUCTION OF THIS FORM IS PROMISTED.

THIS IS UNEVALUATED INFORMATION

25X1

1. General.

Investigations made so far resulted in the following classification of railroad districts with regard to the urgency of reconditioning work on railroad tracks required: 1. Halle, 2. Dresden, 3. Erfurt, 4. Magdeburg, 5. Cottbus, 6. and 7. Schwerin and Greifswald. Berlin holds a special place, and the status of its railroad net is average. A comparison with investigations made in the preceding year indicates that the physical status of tracks deteriorated. In most places, the ballast of the lines is in poor condition. Because of its being coated with ashes dropged by brown coal-burning locomotives, the ballast has lost its elastic property. This condition has contributed to the premature wearing of rails. The physical status of the permanent ways of the former Land railroad lines (privately-owned railroad lines) is particularly critical in all railroad districts. These lines are mostly built with light rail profiles and the ties on these lines are widely spaced and inadequately bedded in gravel on sand so that the lines are practicable for light axle pressure only. The withdrawal of small locomotives and the employment of heavy Reichsbahn locomotives on these lines led to a serious deterioration in the physical status of many of these lines after 1950.

- 2. The following lines or line sections urgently require reconditioning or a replacement of rails:
 - a. Main railroad lines.

Railroad Lines

Berlin-Schwanheide

Most of the ties are worn out.
Replacement of ties is particularly urgent on the littenberge-Ludwigslust line.
Berlin-Pasewalk-Stralsund

Berlin-Pasewalk-Stralsund

Berlin-Pasewalk-Stralsund

Damages Determined

Replacement of ties is particularly urgent on the littenberge-Ludwigslust line.
Permanent way in poor condition between Eberswalde and Ingermuende.

CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLY

STATE X MANY X NSRB DISTRIBUTION

ARMY #X AIR #X FBI

SECR. T/COUTROL - U.S. OFFICIALS ONLY

25X1

- 2 -

Failroad Lines Dumages Determined Nostock-Stralsund liest of the rails and ties are over-age. Coerlitz-Presden Rails are completely worn out between Motzsche and Arnsdorf. Berlin-Schoen Rails between Dresden-Reick and Dresden main railroad station are in a very poor condition. Chemnitz-Riesa Rails in some sectors of the line are in a very poor condition particularly between Chemnita and Doebeln. Presden-Riera-Leimic The permanent way is over-age, particularly between Borsdorf and Leipzige Dresden-Chemnit --Rails between Tharandt and Elingenberg are keichenbach completely worn out. Crooves are particularly conspicuous on the Dresden-Chemnitz track. Chemnitz-Ceith in-Leipzig The permanent way is in poor condition, particularly in the Leipzig erea. Adorf-Chemnitz The permanent way is weak and over-age in some sections, particularly between Idorf and Auc. Leipzig-Plauen Both tracks are in poor condition between Leipzig and altenburg. Berlin-Coerlitz The track between Cottbus and Goerlitz is over-are. Fran'furt/Oder-Cuben-The second track is inadequate in places. Cottbus Berlin-Halle-Erfurt From 50 to 60 recent of the rails of the two tracks must be replaced. The status of the Jueterbor-Buelzie track is particularly unsatisfactory, because the rails had to be welded at many spots. The replacement of rails is most urgent between Ludwigsfelde

Halle-Cottbus

Falkenberg-schereleben

Wannsee-Dessau

Magdeburg-Dessau-Leipzig

Magdeburg-Halle-Leipzig

and Jueterbor and in the Craefenhainichen, Bitterfeld and Haumburg areas. Haintenance work has been notably neglected in the Halle railroad district. The permanent way is in poor condition,

because rails and ties are over-age and maintenance work was neglected. The physical status of the line between Eilenburg and Halle is particularly bad. Tracks are in very poor condition near Jessen and between Bernburg and Juesten. About 50 percent of the second track between Wiesenburg and Belzig must be replaced.

Rails between Dessau and Wolfen should be replaced.

Rails and ties between Gnadau and Calbe on the Suale River- ast must be replaced. Maintenance work is urgently required in the chkeuditz area. Individual sections between Leipzig and Halle will have to be replaced soon.

SECRIT/COMPOL - U.S. OF ICIALS SHA

SECRET/COMMOL - U.S. OFFICIALS ONLY

25X1

Railroad Lines	Damages Petermined
Magdeburg-Sangerhausen-Erfurt	Replacement of ties and rails is required in the entire area of the Foerderstedt railroad maintenance station and between Sandersleben and Blantenheim.
Leipzir-Cera-Saalfeld	The physical status of the permanent way is unsatisfactory. The sections in the areas of the Leipzig-lagwitz and knossen railroad maintenance stations are in particularly poor condition.
Halle-Nordhausen	Rails and ties of several line sections between Angersdorf and Lisleben, Blankenheim and angerhausen and near Rossleben require replacement.
Halle-Halberstadt	Ties must be replaced between Sandersleben and Enlleben, Caters- leben and Hedersleben and between Wegeleben and Halberstadt. The subgrade of this line must also be reconditioned.
Hagdeburg-Halberstadt-Thale	Rails must be replaced between Oschereleben and Krottorf, and new tics must be laid between Mienharen and Malberstadt, Rails must be replaced also between Wegeleben and Quedlinburg and Quedlinburg and Thale.
Berlin-Karienborn	Tier must be replaced in the area of the Crosskreutz railroad maintenance station, and rails must be replaced between it gdeburg and the zonel border.
Mingdeburg-Stendal- Wittenberge Magdeburg-Oebisfelde	Rails must be replaced near lothersee and between langermuende and Stendal. In most parts the permanent way is over-a e. The poorest sections are between Puelstringen and Raetzlingen.

b. Branch lines.

The physical status of branch lines on which **inspections** were made for the second time, has considerably deteriorated, **because of** the poor condition of ties and a critical shortage of small iron fittings. On some curves, the gauge measured exceeded the prescribed standard-gauge by 71 mm, and on many curves the widening of the gauge amounted to 60 mm. Reconditioning of tracks is required on the Neustadt/Bosse-Reyenburg-Cuestrow, Rismar-Rostock, Rerseburg-Ruecheln-Querfurt, Grosskorb than Deuben, Veissenfels-Feitz, Malberstadt-Blankenburg-Elbingerode, and Foerderstedt-Egersleben lines.

SECRET/CONTROL - U.S. OF ICIALS CHLY

	- lı -	25X
. Switches.		
taper indic	al status of switches on main tracks is also very peats that the points of the switches have widened of tributed to the wearing out of the fastening of st	considerably, tock rails. Other
defects have	ve also been determined. They have a detrimental of great speeds.	frect on trains
defects have	ve also been determined. They have a detrimental of great speeds.	fact on trains

SECR T/CONTROL - U.S. OFFICIALS ONLY